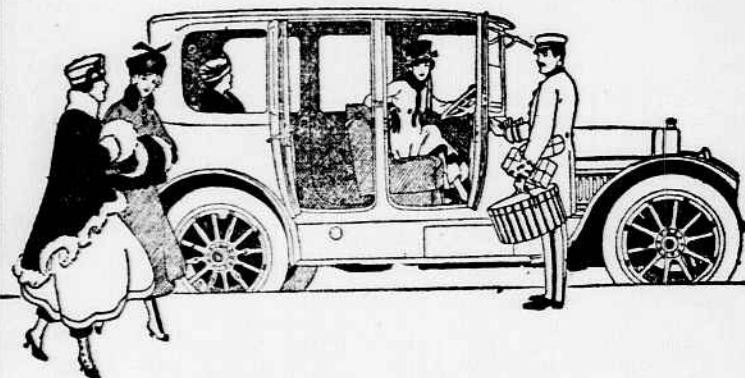


The Cadillac Brougham



A Motor Coach of Unquestioned Distinction

This is the perfected type of inclosed car for the family whose members prefer to drive their car themselves.

Four broad doors and divided front seats afford the utmost convenience. Five passengers and more than enough room in this car. Extra disappearing seats in the backs of the front chairs give seven-passenger capacity when required.

All the windows may be lowered into the sides of the car or into the doors. The turn of a handle slides them up into place again. Winter or summer, town or country, the Cadillac Brougham is always ready to take your family and friends in comfort any distance you may want to go.

THE COOK & STODDARD CO.

Tel. North 7810 1138-40 Conn. Ave.

ANNOUNCEMENT

We Now Have the Exclusive Agency For

Mohawk Quality Tires

All Sizes in Stock

Tires Delivered Within Twenty Miles Free

Open Evenings and Sundays

Motor and Tire Sales Co.,

Distributors,

1617-19 14th St. N.W. Phone N. 5485



Once again it appears that commercial Washington is to suffer a distinct loss because of the deplorable condition of the automobile road between this city and Fredericksburg, Va.

In order to exploit its own charms and at the same time provide southern motorists with the best automobile route to the north, the city of Savannah, Ga., is financing a pathfinding party which arrived in the National Capital Thursday en route to New York city. The party is composed of Earl L. Raphun, official observer; August Wilhoit, pathfinder, and A. B. Outlaw, map engineer.

Leaving Savannah, it was natural that the party should follow the direct route to the metropolis as follows: Washington, Ga., Columbia, S. C., Pinehurst and Raleigh, N. C., Petersburg, Richmond and Fredericksburg.

"Positively the worst road encountered in many miles of pathfinding was found between Fredericksburg and Washington," said Mr. Raphun, "and I do not hesitate to say that unless we are assured that this road will be improved before next spring, our printed matter will advise motorists to take the Shenandoah valley route which, of course, passes many miles to the west of the National Capital."

"It is natural that every motorist touring to the north should desire to visit the capital city of the nation, but there are very few that would care to wreck their cars to go hundreds of miles out of their way to get here."

"It is a fact that everywhere along the route we were advised to avoid the road via Fredericksburg, but we did not want to condemn the road on hearsay evidence. We now know through a pretty rough experience that we should have taken another route."

Our testimony added to that of thousands of other motorists is doing Washington much harm and it seems in view of the fact that such a small amount of money would be required to put the road in good condition, that steps would be taken to secure it.

"Savannah fully realizes the importance and magnitude of motor tourist trade and is leaving nothing undone to coax it into the city. Our present trip is but a small part of the work being accomplished. When we have decided upon the best route to the north, map, together with detail information, will be presented to any motorist contemplating the trip and we hope that the National Capital will be shown on it."

The pathfinders made their headquarters at the District Auto Club while in the city and will work in conjunction with the American Automobile Association in their efforts to select the best route.

EARL COOPER DECLARED CHAMPION AUTO DRIVER

Stutz Car Also Designated by Paper as Undisputed Leader of Racing Cars.



EARL COOPER.

Earl Cooper is the 1915 all-around champion of the automobile racing drivers, and the Stutz car is the undisputed leader of the racing cars for the last season. This selection has been made by the Horseless Age in its annual review of the racing performances of 1915.

During the season Cooper, the road champion of 1914, participated in eleven events, of which he won three, was second three times, fourth twice and was eliminated three times. Under the Mason point system of scoring, which allows 10 points for a first, 6 for a second, 4 for a third, 3 for fourth, 2 for fifth, 1 for sixth, 1/2 for seventh, 1/4 for eighth, 1/8 for ninth and 1/16 for tenth, Cooper scored 51 points during the year, as against 35 points for Gil Anderson and Eddie O'Donnell, his nearest competitors.

Of Cooper's points 24 were earned on the roads through his winning two races, finishing second in another and being eliminated in two others, while 27 is his total for one win, two seconds, two fourths and one elimination on the speedways.

"Tie" on Second Honors.

In the fight for second honors in the all-around championship ranking of drivers, Anderson and O'Donnell are tied, each having 35 points, but in his thirteen starts the latter only won one race, the Glendale road contest, while Anderson won the Elgin National and the Astor cup race, the latter a world's record pace. Therefore, Anderson is entitled to the choice in the selection of runner-up. The season's winning drivers are ranked in the following order: Cooper, Anderson, O'Donnell, Resta, Rickenbacher, Oldfield, De Palma, Ruckstell, Burman, Pullen and Mulford.

Under the same system of scoring, the Stutz car earned a total of 12 1/2 points in its thirty-eight starts of the season, 64 of which were won on the roads and 57 1/2 on the speedways. Maxwell cars won second place through scoring 70 1/2 points, Duessenberg is third with 65 1/2, Peugeot fourth, 60 1/2, and Mercer fifth with 23 points.

According to the compilations, the twenty-two events of 1915 showed a total average speed of 74.88 miles an hour as compared with 65.26 miles per hour for the seventeen events of 1914 and 55.73 miles per hour for the eighteen contests of 1913. These figures illustrate a general increase of close to twenty miles an hour in the contests of the last three years.

Effects Turn at Full Speed.

After winning the twenty-five-mile free-for-all at Clayville, Va., W. L. Petit amazed the crowd by turning his Maxwell in two consecutive circles at full speed, just to demonstrate that he had never been in danger of capsizing on the turn while the race was on.

Studebaker Deliveries.

A four-cylinder Studebaker touring car was delivered last week to Gen. C. A. Devore; a six-cylinder touring car to A. C. Chamberlain and a delivery wagon to Archibald Burkin.

Maxwell Cars on Display.

The first of the 1916 Maxwell convertible and town cars were received during the past week, and were placed on display at the salesroom of H. B. Leary, Jr., 1321 14th street northwest.

Two Touring Cars Delivered.

A seven-passenger 6-48 Chalmers touring car, fully equipped, was delivered last week to B. B. Osborne, and a 6-40 seven-passenger touring car to A. W. Rodenberg.

A Vim Truck Purchaser.

The Home Club has purchased a Vim light delivery wagon, delivery having been made a few days ago.

NEW TYPE COUPE IN SMALL CAR CLASS.



MRS. NETTIE MABRY AND HER TRUMBULL QUEEN COUPE.

BEATS FAST TRAIN RECORD IN STOCK MAXWELL CAR

Ray McNamara Makes Unusual Time From Detroit to Indianapolis and Return.

Wiping the slate clean of all former records in rapid transit by motor car or by train between Detroit and Indianapolis, Ray McNamara, in a stock Maxwell touring car, has just registered a performance at which it is freely predicted, dust eaters of the two cities will shoot for some time in vain.

McNamara's outgoing trip from Detroit was made in 8 hours 58 minutes; the return trip in 10 hours 49 minutes. Running time for the round trip—622 miles—was 19 hours 47 minutes. Between start and finish but 20 hours 1 minute elapsed.

The Maxwell was checked out of Detroit by W. D. Edburn, American Automobile Association representative, at 3:11 a.m. It was checked in at the Soldiers' and Sailors' monument in Indianapolis 111 miles away—at 12:09 p.m., by Jack Bach, automobile editor of the Indianapolis News. Bach checked the car out of Indianapolis at 12:23 p.m.; Edburn checked it in at the finish at 11:12 p.m. The trip started and ended at the Maxwell offices, on Woodward avenue.

Breaks Fast Train Record.

The first half of the trip was made chiefly in daylight, and McNamara took a shot at the schedule of the fast Big Four train, which takes a shortcut of 298.5 miles between the cities, and makes the run in 10 hours 25 minutes. The Maxwell lowered this by 1 hour 27 minutes. At Indianapolis the driver snatched a hurried luncheon and filled the gasoline tank—his only stop in the whole trip. Daylight lasted half way through the return trip. Then darkness fell, and later there was a fog.

The car in which the run was made is one of the first 1916 models turned out at the big Detroit plant and already been run more than 17,000 miles, including one trip across the continent. The route chosen for the tour included Ypsilanti, Tecumseh, Adrian and Morenci, Mich.; Bryan and Hicksville, Ohio; Port Wayne, Huntington, Marion and Anderson, Ind. McNamara started with a definite schedule, calling for a southward trip in ten hours, and a return in twelve. This schedule was not followed virtually every hour of the run, though McNamara was careful to fracture no speed ordinances of the cities and villages through which he passed.

AUTOCARS VISIT THE CITY FROM MILITARY CAMP

Fleet of Ten Machines Placed on Exhibition Here for Brief Period.

The ten autocars which were in service during the recent military encampment at Plattsburg, N. Y., arrived in Washington Wednesday morning and were lined up between the War Department and the White House, following the run from New York to Detroit. They were splattered with mud and displayed the flags and pennants which designated the various departments to which they were attached during the military maneuvers. At noon they were inspected by a large number of officials of the United States Army and the United States Marine Corps.

The fleet consisted of a searchlight car, an ambulance, a water wagon, an officers' car and six transports. The run was made direct from the camp at Plattsburg, N. Y., to this city, via Philadelphia.

Utility of the Motor Unit.

This motor unit consists of a power plant and two fourteen-inch searchlights, each carrying 1,350 feet of cable, arranged so that the lights can be operated at any distance from the power plant within the limits of the cable. With the machine gun battery the searchlight was used principally for signaling work and to furnish light for night practice with the machine guns. The ambulance, as an officer expressed it, was an auto-mobility-hospital. On the various hikes it carried the hospital supplies and served as sleeping quarters for a surgeon, an orderly and the chauffeur.

The return trip of the caravan was made Thursday afternoon, heading for the factory at Ardmore, Pa., about fourteen miles outside of Philadelphia.

To Handle Chevrolet Cars.

Announcement is made that beginning November 1 Miller Bros.' automobile and supply house will be the distributors of Chevrolet motor cars in this city and the surrounding territory in Maryland and Virginia. The Chevrolet line consists of four models. Miller Bros. have also secured the distribution rights for the Detroit package wagon. The foregoing are in addition to their business as distributors for the Ford and Mitchell cars. They have placed an initial order with the Chevrolet Motor Company for the delivery within the next sixty days of more than 100 cars and have contracted for 700 cars to be delivered to their order during the present automobile year. W. C. Sells, general sales manager of the company, and L. H. Curtis, district sales manager, completed the negotiations for the Chevrolet agency.

Oakland Car Purchasers.

A 1916 Oakland speedster was delivered a few days ago to Miss Beatrice Cover, a resident of J. W. Loveless and our cylinder touring cars to T. B. Ofsenstein and E. N. Fisher.

Russell Huff at New Post.

Russell Huff, for fifteen years chief consulting engineer of the Packard Motor Car Company, will assume the office of chief engineer at the plant of Dodge Brothers November 1. Mr. Huff is widely known in motor car circles as a seasoned engineer, and his appointment is regarded as a recognition of the big part he has played in the development of the automobile.

Recent Reo Deliveries.

Among those who have recently purchased Reo four-cylinder touring cars include the following: C. A. Wright, Dr. McChesney, James H. Windsor, J. M. Marzoff, A. Nussbaum, Commander E. C. Kalbfus, U. S. N.; Dr. Joachim and C. J. Efferm. Six-cylinder touring cars of the same make have also been delivered to J. D. McIntyre and F. B. Brylawski.

DODGE BROTHERS WINTER CAR

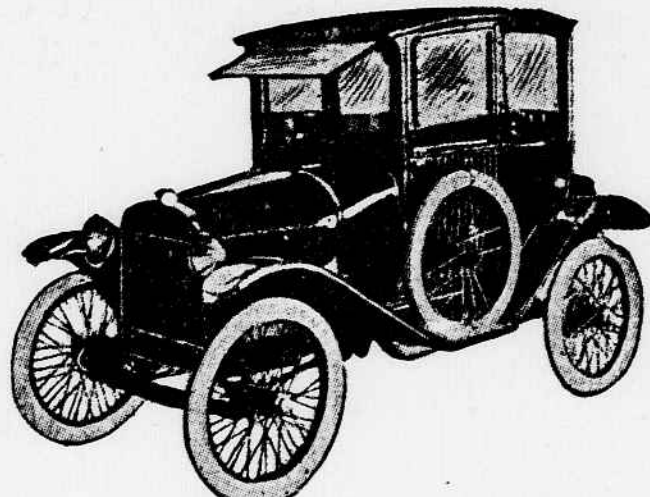
Comfort and complete protection for the Winter months—then, in the Spring, a quick change back to the standard touring car or roadster

The tops are well and strongly fitted to the cars at the factory. They are upholstered in cloth, and the appointments are in good taste

The motor is 30-35 horsepower

The price of the Winter Touring Car or Roadster complete, including regular mohair top, is \$950 (f.o.b. Detroit)

"TRUMBULL QUEEN"



Handsomely upholstered and finished to suit the most exacting. It is THE CAR that your WIFE or SWEETHEART finds ideally suited to do the shopping and go to the theater in; the car that the YOUNG LADY NOW ATTENDING COLLEGE most appreciates; the car that the PHYSICIAN finds ready to go at a moment's notice, regardless of the weather. Place your order now for the car suited to your needs. Coupe, \$595; Roadster, \$395; Delivery, \$395; Touring, \$650.

National Motorists' Association
Factory Distributors.
16th and Park Road N.W. Phone Col. 5422.

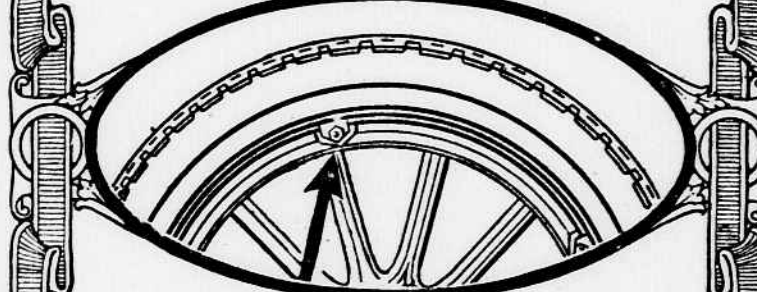
DODGE BROTHERS, DETROIT

SEMMES MOTOR COMPANY

Incorporated

Tel. North 4107 1136 Conn. Ave.

Maxwell The "Wonder Car"



Demountable Rims

The 1916 Maxwell is equipped with demountable rims, and has the same size tire on all four wheels. Two vitally important features.

To replace a tire on the road it is only necessary to loosen five bolts; slip off the flat tire; slip on spare rim and tire; tighten three bolts, and proceed.

We are waiting to take you for a test ride in the car that has broken all low "First-Cost" records, and is breaking all low "After-Cost" records.

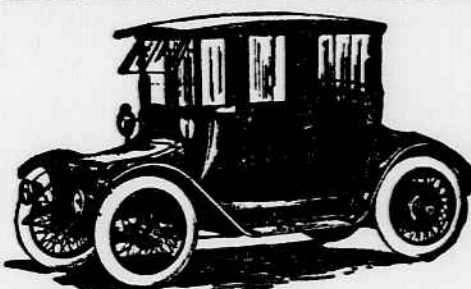
One Man Mohair Top \$655 Electric Starter
Demountable Rims \$655 Electric Lights
Rain Vision Windshield Magneto Ignition
FOR DETROIT



"Every Road is a Maxwell Road"

H. B. LEARY, JR.,
1321-23 14th Street N.W.

Detroit Electric \$1975 to \$2275



—the real family car

The Detroit Electric is so easy to operate that every member of the family can drive it with absolute confidence and safety. You get the maximum use of a car in the Detroit Electric because your wife and daughter never have to depend upon the hired chauffeur nor wait until you can release yourself from business to drive them about. Remember—the resale value of every automobile is determined by its months of use more often than by its miles of use, therefore it is relatively the same whether the car has stood idle in front of your office or has been driven by the family during your business hours. Consequently the car which can be used the most each day returns the greatest value on the investment.

Prices range from \$1975 to \$2275

Prices F. O. B. Detroit

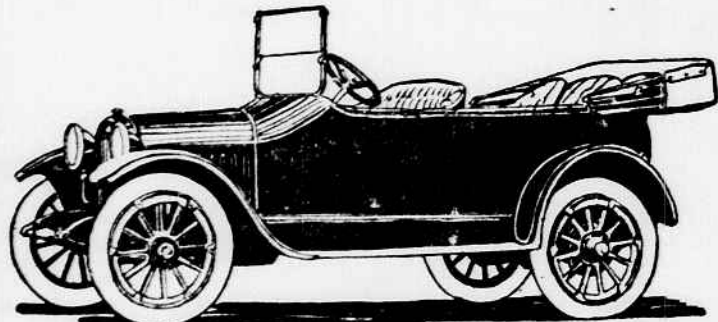
EMERSON & ORME

Tel. Main 7695. 1407 H St. N.W.

\$850

IS THE PRICE OF THE NEW

Inter-State



Power, Comfort, Beauty and Quality

MOTOR—4-cyl. enbloc, 3 1/2-in. bore, 5-in. stroke.

TRANSMISSION—Selective type, 3 speeds forward, 1 reverse.

WHEELS—Wood; demountable rims; tires, 33x4, nonskid on rear.

SPRINGS—Front, semielliptic 36 in. long; rear, 1/2 elliptic, 46 in. long.

BODY—Five-passenger or roadster; deep cowl, extra wide doors, genuine leather upholstery; wide seats and roomy tonneau.

LIGHTING AND STARTING—Two-unit electric starting and lighting system. Dimmer in head lamps; electric horn.

EQUIPMENT—Complete in every way.

Potomac Motor Car Co.

ARTHUR FORAKER, Mgr.

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